

STAY SINGLE, SMOKE PLENTY AND DRINK TO LIVE LONGER

New Policy of Longevity
Handed to Youngsters
by Veteran.

NEW ORLEANS, Sept. 18.—If you want to live to a ripe old age and be so spry that you can dance a hornpipe when you are 100 years old, here's a simple recipe:

One: Never marry.

Two: Use all the tobacco you want to.

Three: Drink plenty of good corn whiskey.

The recipe is furnished by "Uncle Pat" McLaughlin, Confederate veteran of Beauvoir, Miss. He ought to know for he has tried the scheme, is 101 years old and says he can dance a hornpipe as skitful as he could when he was 18.

Of course in these arid days, it may be somewhat difficult to find plenty of that good corn whiskey, but there are some rumors to the effect that it may be obtained. And, Voisted to the contrary notwithstanding, But even Uncle Pat believes Andy is going to be responsible for his untimely demise. Listen to what he says:

"I've used liquor all my life and I'm afraid this prohibition amendment is going to cut my life short. The quality of the whiskey I am able to get is getting worse and worse."

"I would advise anyone against marrying if he wants to live long. When you have a wife on your hands, you are going to have to worry a lot. Worry is what makes you sick. And again some wives object to your smoking and chewing. I couldn't live without my tobacco. Of course everyone is going to have an affair of the heart sooner or later. But you can survive even the worst attacks if you are strong-minded."

"I sparked a lady for about five years. I guess maybe in those young days I would have succumbed but I was always a little bit afraid about speaking my own mind and anyhow something kept telling me it'd always be better off single."

"I can read almost as well as I could when I was a boy and I've never worn glasses. I can run 100 yards without getting tired and I've never used a cane."

"You know when I was a boy the women used to wear dresses that covered a large part of them. They were pretty attractive and tempting in those days when they didn't have to carry their blouses around in a vanity bag. Mighty hard to keep from getting tied up then—but now. Look at the short skirts, the lightsticks, the plucked eyebrows and the bobbed hair. I can't see how anyone would want to get married nowadays to one of those kind of girls. Do they ever catch a husband, young man?"

"Uncle Pat fought all through the war and has seldom been ill."

**NATIONAL FORESTS
PLAN IS TAKEN UP**

CINCINNATI, Ohio, Sept. 18.—The plan of establishing national forests in the Appalachian mountains of Virginia, Tennessee, North Carolina, Kentucky, West Virginia and southern Pennsylvania proposed by the Cincinnati Chamber of Commerce, is being taken up by similar organizations in the south, the local body reports.

The converting of vast tracts of land in this region into playgrounds, located more conveniently to persons of the east than most of the national forests and parks of the country, will be explained in communications to be sent throughout the south by the Cincinnati organization.

The basis of the plan will be building and improving roads through these preserves, designating camp sites with necessary sanitary arrangements, clearing the timber to stimulate growth of the forests and protecting the watersheds to establish a system of flood prevention.

It is estimated that more than 2,000,000 acres are available and adaptable for national forests in the Appalachian mountains. The opening of this section will make available some of the most historic and picturesque country in America.

RATS DIE

**STEARN'S
ELECTRIC PASTE**

It also kills mice, cockroaches, water bugs and ants. It forces these pests to run from buildings for water and fresh air. A tin box contains enough to kill 50 to 100 rats or mice. Get it from your drug or general store dealer today. **READY FOR USE—BETTER THAN TRAPS**

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Chinese Bible Now Complete

The following interesting article on the completion of the arduous work of translating the Bible into Chinese has been selected for publication by the publicity committee of the City Missionary Union.

Efforts of the Chinese and foreign translators, who have for twenty-five years toiled to interpret the Holy Scriptures into the Chinese language, have been repaid at last by the completion of the arduous task. The "Revised Mandarin Bible," as it will be known, will be offered to a monstrous public, as over one-fourth of the world's inhabitants live in the republic of China, which has approximately four times as many people under its five-barred rainbow flag as live under the Stars and Stripes.

The completion of the "Revised Mandarin Bible" is welcomed as a milestone in Chinese missionary work, as its need has long been felt. The work was done by the ablest missionary linguists in collaboration with Chinese scholars, with the result that the translation is considered one of the most perfect literary productions in the "P'u-tung hwa," as they say in China.

Totaling the time consumed by the translation committee, it has been figured that several hours were spent on each verse. And there are 31,175 verses in the Bible!

The Rev. Chauncey Goodrich, D. D., Litt. D., L. H. D., the chairman of the translation committee, now in his eighty-third year, has continued in the work from the very beginning. Two of his colleagues passed away years before the task was completed, and is on his way homeward with his first furlough in twenty-one years.

Doctor Goodrich, the venerable sinologist who has contributed so much of his time and scholarship to this monumental work, says: "During these years of toil together we have learned what to us has been a wonder and a great gladness—that the Mandarin colloquial is a language worthy to stand alongside the great languages of the world. Unlike the dialects of Southeast China, it is written; and under the hands of a master, both for prose or poetry, is nearly equal to all demands that might be made upon it."

"I wish to give thanks for a Bible so susceptible of being translated. To me it has been a constant marvel that the Bible, as has now been rendered, both in the classical style and in the Mandarin colloquial, is so near an approach to the original languages of the Scriptures. Just here we may be grateful that the Bible is almost free from abstract terms, so foreign to the genius of the Chinese tongue."

The work of the translation has cost the Bible societies \$132,000 without counting additional amounts paid by missionary societies in salaries to their missionary translators assigned to this work.

The new version will be printed in China and hundreds of orders from all parts of the country are waiting to be filled as soon as the first copies come from the press.

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Regular Airplane Service in United States Started



**FLY TO DETROIT
FROM CLEVELAND
IN 90 MINUTES**

More Airways to Be Established
When Fear of Traveling
Public Dies.

By DUDLEY SIDDALL
CLEVELAND, O., Sept. 22.—For years they've been telling us about "the future of aviation." Now it's here.

You can fly 110 miles by hydro-aeroplane between Detroit and Cleveland. Two planes each way daily, except Sunday, at 9 a. m. and 5 p. m. A five-hour train ride or an allnight boat ride cut to ninety minutes.

This is the first airway of its kind in the world. Never before, anywhere has an unsubsidized, non-stop jobbing, amply financed concern operated planes on a regular twice-daily schedule between important cities. The planes go by the clock, loaded or empty. No government departments, no quasi-public organizations, no public spirited citizens are asked to help pay the bills. It's a private enterprise, for private gain—or rather, private loss, so far.

To date it is estimated that I. M. Uppercu of New York, sole owner of Aeromarine Airways, Inc., has lost \$500,000 in his efforts to develop air passenger travel in the United States. Yet by opening the Detroit and Cleveland line, he demonstrates his firm belief that he can educate the American public to use hydro-aeroplanes as fearlessly as it uses trains and boats.

Must Beat Fear
Fear! That's the thing Aeromarine Airways has to beat before it can make air travel a commercial success.

"We can beat it," said C. F. Red-

den, New York, president of Aeromarine Airways, Inc. "We have beaten it in our lesser unscheduled operations between New York and Atlantic City; between Key West and Havana; between Miami and Bimini; between Miami and Palm Beach, and elsewhere. But it costs an awful lot of money. And it's going to cost more before we succeed. Nevertheless, when we finally saw one of our seven lines show a profit on a season's business, we determined that the time had come to enlarge upon all previous air travel services. This D. & C. line is the result. Here you see aerial travel lifted out of a pleasure thrill for wealthy vacationists and made into a service designed primarily for business men to whom time is money."

There's only one way to beat fear—safety. No expense has been spared to make Aeromarine's big fliers safe. In three years they have carried thousands of passengers hundreds of thousands of miles without one single injury to a passenger.

The fare is \$40 each way by plane, as against \$7.50 first-class by train. Ten passengers can be carried on each flier.

But when the public is educated to forget fear, and begins patronizing the service voluntarily, fares will come down to around \$25 the round trip.

What's it like to fly? Well you're scared when you enter the commodious "limousine" cabin and seat yourself in one of the roomy upholstered chairs for the first time.

But the fear vanishes a minute after the plane takes off. After that there's no more "sensation" than riding in a Pullman. Not as much, for there are no jolts, no dust, no sense of speed. Mostly the planes keep between 25 and 200 feet above the water, but at a thousand-foot elevation nobody suffers from height dizziness.

When I returned from my first flight, I boasted about it, as if I'd done something big. All first trippers, they tell me, are like that. But later—

My second flight was a good deal of a bore. The thrills were gone. I read newspapers all the way across on my third trip, much as do ferry boat commuters.

"Out of the thousands of passengers we have carried," says President Reddon, "I've never heard of one to suffer any physical discomfort after getting into the air."

Cotton in Ears
The only drawback is the roar of the motors, for the passengers always prefer to keep the windows open, except during rainstorms. Cotton in the ears is the only special equipment needed. Straw hats don't blow off, nor do the passenger's clothes require the application of a porter's brush at the end of a journey. You're not strapped in, wrapped up, or even required to stay in your chair if you first get the "conductor's" permission to change your seat or get a glass of water. Hand luggage is carried free.

The crew consists of a pilot and two mechanics. The ship is driven by two 400-horsepower Liberty motors. After every 100 hours' work they are overhauled, and

they're practically junked after five or six overhauls.

Experiments are now being made by the Detroit News radio broadcasting station to furnish radio concerts to the passengers as they fly across Lake Erie.

If the D. & C. venture works out to show a gain, President Reddon says that similar regularly scheduled service will be inaugurated between other water-connected cities by Aeromarine Airways. Probabilities are that Boston and New York; Chicago, Milwaukee and northern resorts; New York and Albany; Buffalo, Rochester and Toronto; Santa Barbara, Los Angeles and San Diego; Seattle and Vancouver; New Orleans, Galveston, Vera Cruz and Tampico; St. Louis, Cincinnati and New Orleans, will come in for early consideration as Aeromarine Airways terminals.

MOUNT CLAIR

Mrs. Brooks Petty, who has been ill for some time, is slightly improved at present.

The quarterly meeting held at Mount Sharon Tuesday night was conducted by the Rev. Brooks Morgan of Fairmont.

A large crowd attended the Sunday school convention held at Mount Zion Sunday.

J. W. Vangilder is the guest of Atha Vangilder and John McDonald this week.

Isaac Morgan visited John McDonald on business recently.

The Rev. John McDonald recently closed the series of meetings he had conducted at Catawba for some time.

CROSS ROADS

Mr. and Mrs. Job Springer have changed their residence from the Beach Hill farm to that of Mrs. Nellie Haney.

A number of people from here attended the Sunday School convention held at Mount Zion last Sunday.

A good attendance marked the opening of the Grassy Run and Springer schools Monday.

A meeting of the teacher and patrons of the Grassy Run School will be held tomorrow evening at 8 o'clock. The purpose of the meeting will be to organize a literary society in the community.

**Store Closed
All Day
Saturday**

In Observance of the Holiday

ROSEN'S

Fashion Shop

FAIRMONT HOTEL BUILDING

Jefferson St.—Below Main

ENGLISH POTTERY ARTIST ADMITTED

Long Battle for Man Going to
Wheeling Pottery Finally
Ended.

By CHARLES BROOKS SMITH
WASHINGTON, D. C., Sept. 22.—Arthur Richard Stanbra, English pottery artist, bound for Wheeling, W. Va., but who has been held up by interests that did not want him admitted to the United States working through immigration officials in three countries for three months at Montreal, Canada, should have arrived in Wheeling by the time this dispatch is printed, providing he has run afoul of no more official red tape barriers and his train is running on time.

Through prior publicity the Stanbra case is one with which West Virginians are familiar.

Stanbra case is one with which States to become a citizen, in the meantime working at his art in a pottery plant at Wheeling, teaching his particular branch of decorative art in the manual training school at Wheeling as well as in the factory of the Warwick China Co.

To carry out this program meant that a British monopoly on a certain class of decorative pottery would be broken down.

That the government of Great Britain was trying to prevent Stanbra's entrance into the United States for this reason was an unexpected surprise that Congressman Benj. L. Rosenbloom encountered as he labored away with the immigration officials trying to get them to admit Stanbra. It proved to be the toughest departmental knot that the first district representative has yet been called on by his constituents to untie for them.

For three months it was fought every inch of the way by both sides until it finally reached the Secretary of Labor himself upon personal appeal of Mr. Rosenbloom. After further delay there, the finally won out, and Stanbra should soon arrive in Wheeling if he hasn't already.

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